

VAUXHALL

12 h.p. Wyvern

18 h.p. Velox



The Marvellous Velox 6 cylinder 18 h.p.

A newcomer to the long and famous line of Vauxhalls, the Velox has already established itself in its class as a leader in economy, speed, comfort and style. Driving a Vauxhall Velox is a rich and satisfying experience—in its deep-seated comfort, its effortless power, its roadholding safety, its positive braking and, really important to-day, its unrivalled value-for-money mileage. Just as the Wyvern is the outstanding value-for-money car in its class, so Velox will in its field show you savings of hundreds of pounds in first cost and operating economy.

Furthermore, it's a phenomenal top-gear performer. It can truly be said that it makes molehills out of

mountains. In a road test a Velox attained a maximum top-gear speed of 48 m.p.h. up a hill with a 1 in 10 gradient—a figure of which much more powerful and expensive cars would be proud. Maximum speed is in the region of 75 m.p.h. and under steady speed conditions, the Velox does 25-28 m.p.g. Like the Wyvern the Velox features the famous "torsion-bar-and-tube" individual front wheel suspension, a method of springing which *really* irons out rough roads. Velox is available in two beautiful models—Imported-panel Saloon and Australian-body Caleche. On a performance-price basis, it is an almost unbeatable car.

IMPORTED-PANEL VELOX SALOON.

VELOX CALECHE TOURER.

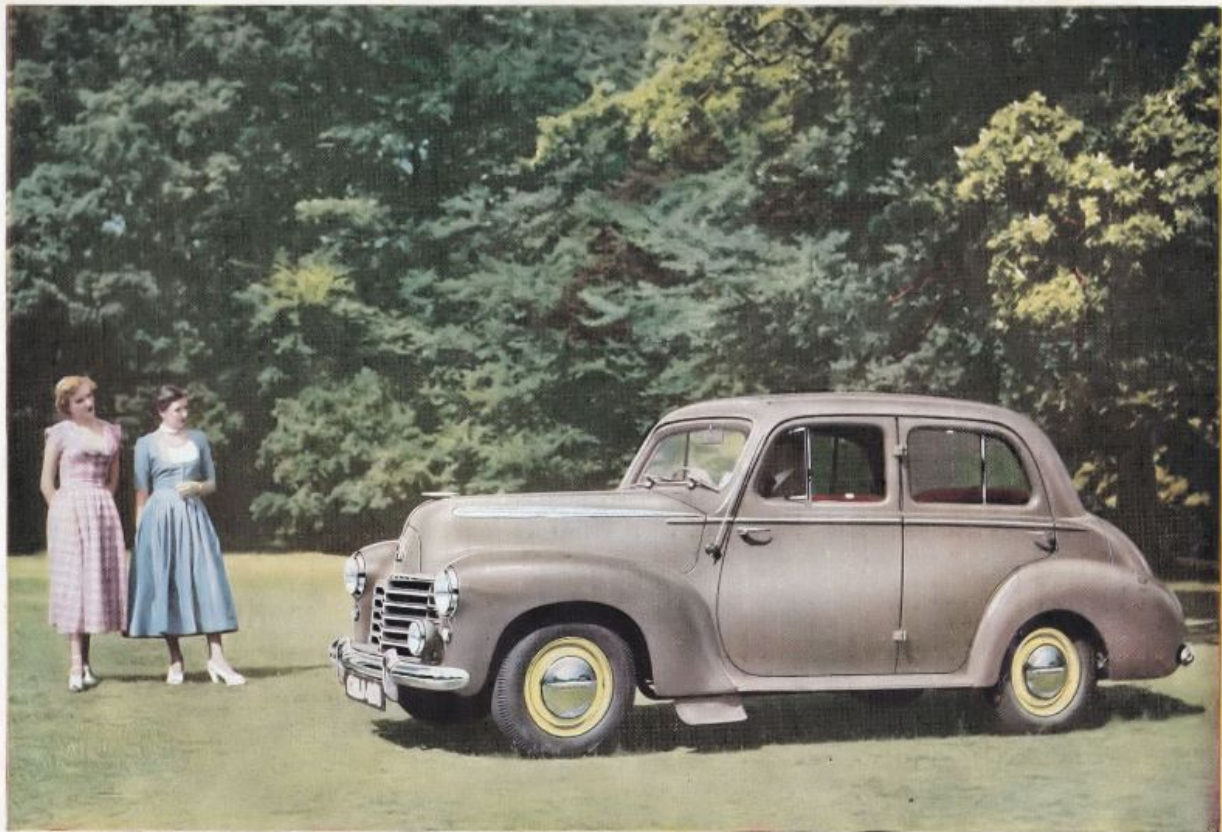
The Wonderful Wyvern 4 cylinder 12 h.p.

A family-sized car—but an amazing fuel saver! A twelve horse power engine but an outstanding performer! And above all a great money-saver as a comparison of competitive prices will quickly prove. That's the 4-cylinder Vauxhall Wyvern, a powerful and economical car for the motorist who takes as much interest in a car's running costs as he does in its good looks. And Vauxhall Wyvern has the looks—a stylish and graceful sister of the 6-cylinder Vauxhall Velox. While its appearance is almost identical, its performance is naturally less spectacular than the

Velox—but it's nevertheless spectacular. 33 to 35 m.p.g. is quite usual at an average speed of 30 m.p.h. while its cruising speed of 50-55 m.p.h. takes it a long way in a normal day's driving. And, over all types of road, from paved highway to pot-holed byway, the famous Vauxhall torsion-bar-and-tube individual front wheel suspension gives smooth, jolt-free driving comfort. The Vauxhall Wyvern is available in two eye-catching models—Imported-panel Saloon and Australian-body Caleche.

IMPORTED-PANEL WYVERN SALOON.

WYVERN CALECHE TOURER.



The Imported-panel 6 cylinder 18 h.p. Vauxhall Velox saloon

Elegant, modern styling, with a body of excellent proportions, gives the Imported-panel Vauxhall Velox Saloon the looks to go with its performance. Upholstery of the Imported-panel Saloon is of Australian materials and the interior colour scheme harmonizes with the exterior body colours. Vauxhall Velox is designed to give a brilliant performance with outstanding economy and is almost exactly 1 cc.

of engine capacity per pound of car weight—an ideal power-to weight ratio. Velox, a true top-gear car, has a genuine 75 m.p.h. maximum speed yet is capable of 28 m.p.g. when driven at normal speeds. The Velox interior is quietly luxurious, with plenty of head and leg room. Vauxhall Velox, as a style-comfort-performance leader is well worth waiting for. Lovely new, rich colour schemes are available.

The fog lamps shown in the illustrations of Velox Saloon are available as an accessory at extra cost and can be fitted to both models subject to State Traffic Regulations.



Generous, comfortable seating . . .

There's a feeling of restful luxury in the deep, panelled, leather upholstery of Velox and Wyvern. Passengers in the rear seat have ample leg room because of the recess beneath the back of the front seat. Simply by releasing a small lever in the centre of the seat beneath the driver it can be moved backwards or forwards over a distance of five inches. The rear seat of the Velox has a folding arm rest which adds to the comfort of long-distance travel. In the back of the front seat is fitted a concealed ashtray. Each window is of the "Balanced Direct-lift" type—pull downwards and the window stays open in the selected position; push upwards and it stays shut. Nothing that adds to the comfort of motoring has been overlooked. Vauxhall Velox in its price-class is an unbeatable performer *and* an unrivalled good looker.

Spacious, accessible trunk . . .

Here is the ideal trunk for all the family's luggage. It is 50 inches in width, making it big enough for the largest suitcase—not to mention the most "professional" bag of golf clubs. Accessibility is an outstanding feature. The trunk is "get-at-able" without any bother. Belongings in it are protected from rain and dust because of the rubber moulded "lip" of the trunk—and protected from theft by a strong lock, the key of which also locks the car door and ignition switch. When in the "open" position the lid is held firmly in place by an ingenious locking arm which can only be released by lifting the lid an extra one or two inches higher before closing it. Mounted on the outside of the trunk lid is the illuminated number plate. Twin tail and "stop" lamps on lower rear panel. These are so designed that the lamps are clearly visible to approaching traffic even when the lid is open.



Velox caleche . . . the carefree, open-road car . . .

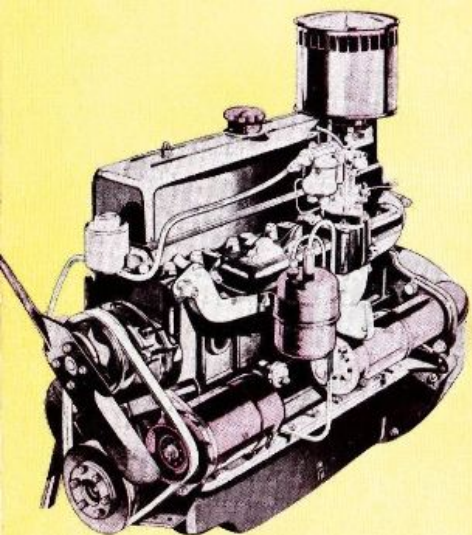
There are so many outstanding points about the Velox Caleche that it's hard to know which to mention first. There's its grace of line—a sports tourer of perfect proportions. There's its spaciousness—broad, wide front and rear seats with generous luggage space behind the rear seat. Its economy, which is even greater than the Velox Saloon because of its lighter weight. Its wide vision and safety-glass detachable side win-

dows—its folding, disappearing hood which fits neatly into a covered recess behind the rear seat. For town and country use, for business or pleasure, for sunny spring days when the air is tangy or for chill, wintry days when cosiness is called for, there's real motoring satisfaction in the smart, fast, economical Vauxhall Velox 18 h.p. 6 cylinder Caleche. Colour schemes are outstandingly smart.



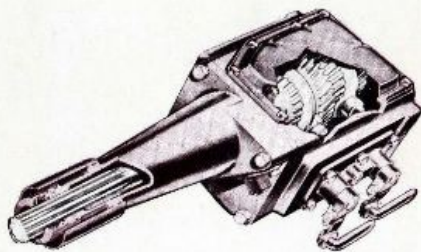
Engineering leadership

High performance in a car is usually achieved either by the use of a high-powered engine or with a small high revving engine at the expense of heavy fuel consumption and rapid wear. In designing and producing the Velox and the Wyvern, Vauxhall engineers have set out to give lively performance in each engine, with low fuel consumption. They have achieved this ideal combination and at the same time



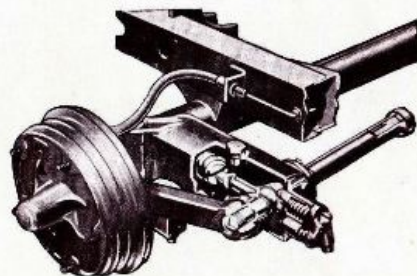
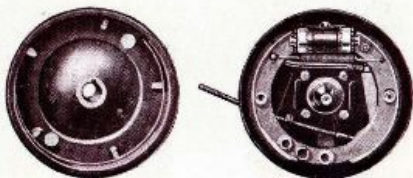
Velox 6 cylinder 18 h.p. "top gear" engine

This 2½ litre (2275 cc.) Velox high performance engine has been designed to give outstanding efficiency at low speeds and it develops maximum torque (pulling power) at only 1100 revs per minute. This gives an outstanding top gear performance and, by cutting down low gear work, it makes a big contribution to economy and reduced wear and tear. All the successful features of the modern line of Vauxhall engines are combined to contribute to high efficiency with economy in fuel consumption and long engine life. The features include push-rod-operated overhead valves, aluminium alloy pistons with high-pressure rings, steel-shell white metal lined main and big end bearings, high-pressure lubrication with positive feed to the cylinder bores, thermostatic control of cooling and exhaust heated vaporiser and six-phase carburation.



SILENT SYNCHRO-MESH GEARS: The new gear box is designed to transmit the high torque of the Velox engine. The same gear box is used in the Wyvern. It has the famous Vauxhall controlled-type synchro-mesh gears on top and second and it is almost impossible to clash the gears. The extended rear cover allows for a shorter and vibrationless propeller shaft.

SAFETY-PLUS BRAKING: With over 100 square inches of braking area the new Vauxhalls hold a big margin of safety in reserve for emergency stops. Foot brakes are Lockheed hydraulic while the hand brake, conveniently placed under the dash, operates by strong steel cable on the rear wheels.



INDEPENDENTLY SPRUNG FRONT WHEELS: The famous Vauxhall patented "torsion-bar-and-tube" independent front wheel springing is used on both Velox and Wyvern. The mechanism, which incorporates sturdy shock absorbers, is designed to give progressively stiffer suspension as the wheels encounter increasingly rough roads. A gliding ride over any type of road.

CHANGE GEARS WITH A FINGER FLICK: Gear changing on Velox or Wyvern is a joy. Without removing the hand from the wheel the gear lever, mounted on the steering column, can be flicked with the finger tips to any gear simply, quickly, surely. In the centre of the wheel is the horn button and direction indicator switch.



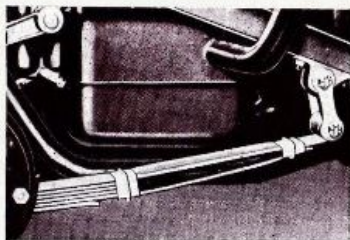
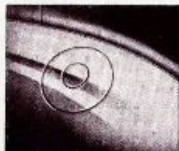
is built into Vauxhall

have reduced engine wear to an absolute minimum. With these vital engine characteristics they have coupled mechanical and structural features of the highest engineering quality so that when you drive a new Vauxhall you're driving not only a superior engined car, but also a car which is as faultless as engineers can make it in electrical equipment, gear box, transmission, springs, chassis and body.



VELOX PRESSURE COOLING: Apart from a larger fan and radiator than Wyvern, Velox features a welcome innovation in pressure cooling. The cooling system operates at a pressure of $3\frac{1}{2}$ pounds per sq. in. above normal so raising the boiling point of the water to 223° F. and obviating the necessity of frequent topping up when driving under extreme conditions.

PRESS BUTTON FILLER CAP: Vauxhall's new press-button filler cap is hinged to the neck of the petrol tank so that it can't get lost. To open the cap, the centre button is pressed. After putting in the precious fuel the cap is pressed down and it automatically locks in position flush with the mudguard. A baffle in the filler pipe prevents pilfering of fuel.

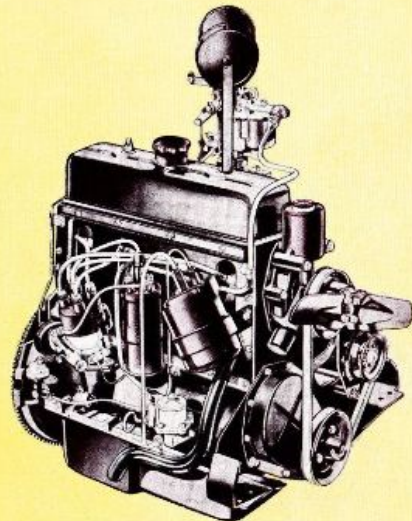


GAITERS ON REAR SPRINGS: A permanent answer to squeaking rear springs is supplied by the use of extended gaiters, or grease sleeves around the rear spring leaves. These neat sleeves are filled with grease and held securely in place by spring collars. They play a big part in giving to Vauxhall its famous shock-free, smooth and ever-silent ride.

JACKING MADE EASY: The Stevenson jacking system, fitted to Velox and Wyvern,



is simple and trouble-free. Its advantages are many. The head of the jack fits in a special niche under the body sill and the car *cannot* slip. The jack weighs only a few pounds, it's simple and the ratchet lever requires so little effort "that even a woman has no difficulty in operating it."



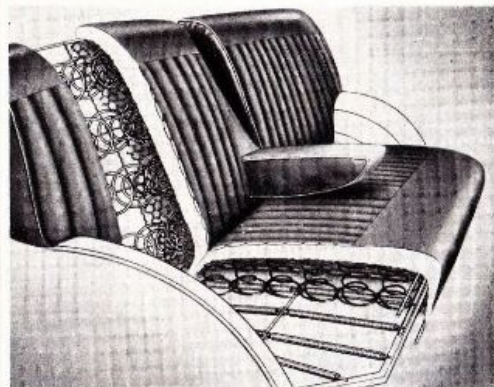
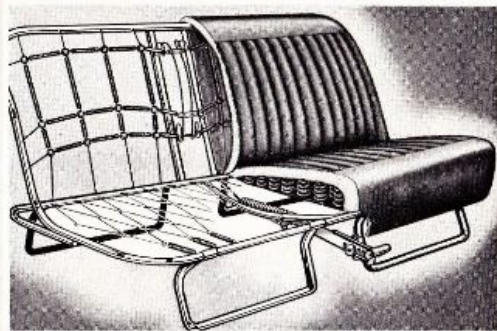
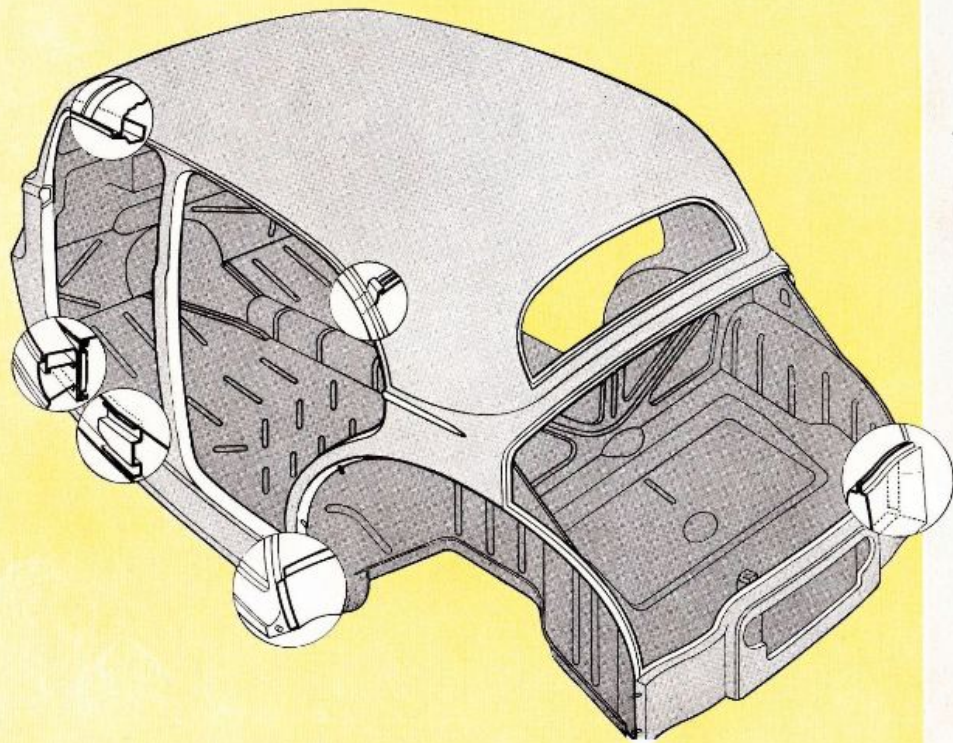
Wyvern 4 cylinder 12 h.p. Sturdy, economical

Proved and proved again for its remarkable economy and high performance the 12 h.p., 4 cyl. Vauxhall Wyvern engine gives its exceptionally low fuel consumption because of a combination of characteristic Vauxhall features. The six-phase carburettor automatically adjusts the mixture of fuel and air to suit any running conditions, while the cylinder head and domed-crown pistons are designed to extract maximum power from every drop of fuel the engine receives. It does 33-35 m.p.g. with normal driving at an average speed of 30 m.p.h. and offers scope for even lower fuel consumption when really driven for economy.

Vauxhall—
"As English as England"

Integral construction means lighter weight and greater strength . . .

The integral system of body construction is a special feature of the design of Vauxhall Velox and Wyvern Saloons. (The Calcé models incorporate a conventional chassis frame.) Body and chassis are built as one unit so that each strengthens the other. The diagram below shows this principle. The all-steel welded construction provides greater strength with less weight, for the reason that one structure does the work of two. There is not a nut or bolt to work loose so that Vauxhall bodies are squeak-proof and rattle-proof. Also, because of this integral construction repairs are easier to make. Any damage can be cut away and a new section welded into place. The new Vauxhalls also incorporate two important developments of the integral principle. A steel bulkhead between the body and the trunk stiffens the rear of the body, and special extensions along the rear wings strengthen the luggage platform. Finally, the one-piece, all-steel roof stiffens the whole body just as a lid gives strength to a box.



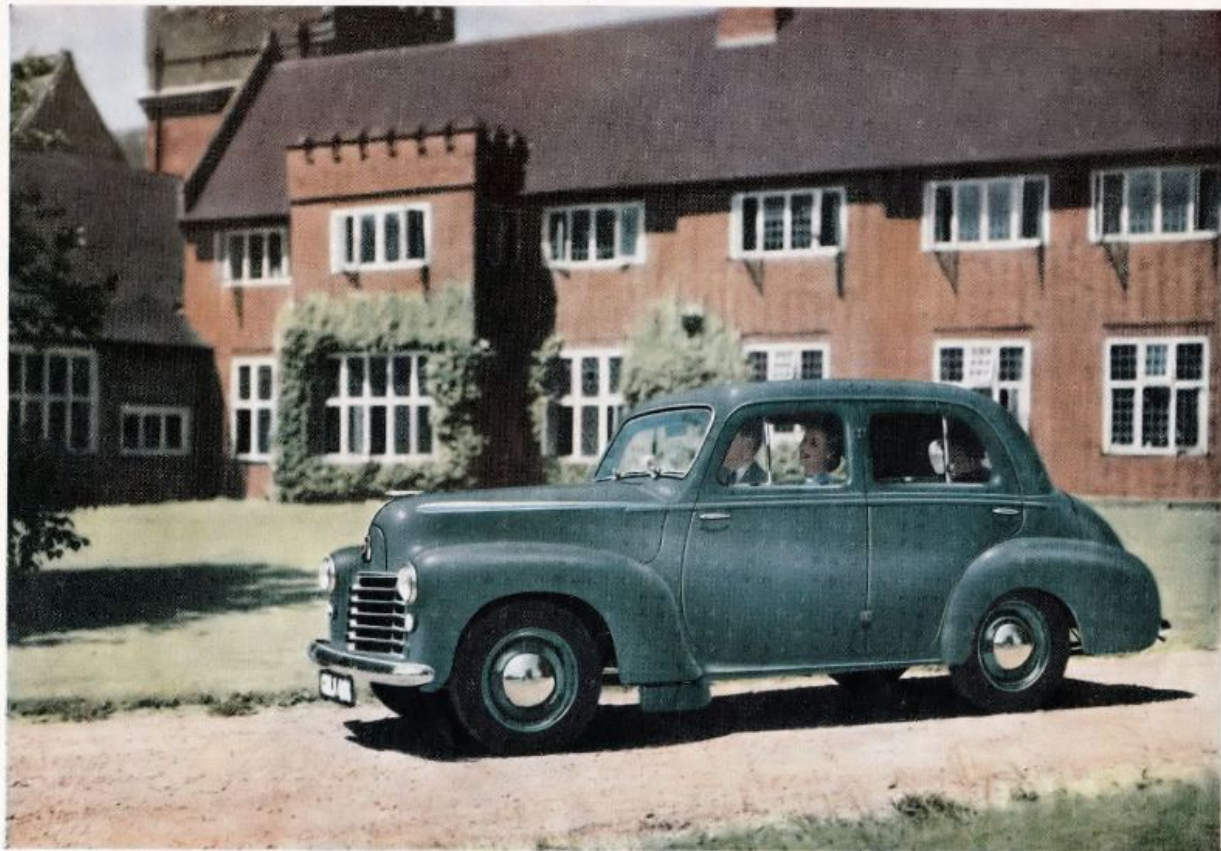
Body conformity springing gives added comfort . . .

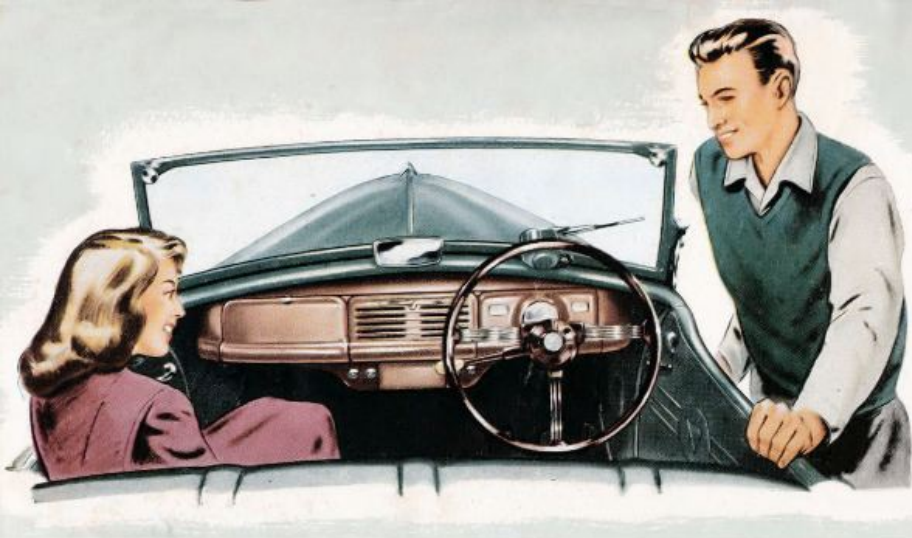
The body conformity system of seat springing is featured in both back and front seats of Velox and Wyvern. This is virtually springs sprung on springs, and seats and squabs so constructed give adequate support to the driver and passengers, from behind the knees to the shoulders. Added to this is the comfort of the folding arm rest in the rear seat of the Velox.

Vauxhall Wyvern is a style leader in any setting . . .

Among the many reasons for Vauxhall Wyvern's style leadership is the perfection of proportions of this elegant saloon. Overhang of both front and rear are exactly right in relation to the wheelbase—just as in the case of Velox—so that the result is a long, lithe and sleek car which performs as well as it looks. Deeply valanced front

wings blend with a tapering, fluted bonnet. Headlamps, with smaller parking lamps below, add a final note of harmony to the "not-too-overladen-with-chromium" front of the car. Right along the car, from front bumper to rear bumper bar, there is a symmetry of line which can only be described as "eye-catching."





The "one glance" instrument panel is neat and artistic . . .

Vauxhall has perfected the "one glance" instrument panel, a neatly grouped array of instruments on the right of the dash and visible clearly through the "T" spoke steering wheel. Neatly grouped are water temperature gauge, ignition-battery light, headlamp beam indicator, fuel gauge and oil warning light. If you fit an "Air Chief" car radio—there's one specially designed for Vauxhall—the set is mounted behind the grilles and the controls immediately below. The spacious and useful glove box is located on the left of the instrument panel.

ASPECTS THAT COUNT IN VAUXHALL



The Wyvern interior is spacious and smart . . .

Coupled with Wyvern's brilliant performance and outstanding economy is an unusual degree of comfort—a soft, restful luxury which is as easy on the driver as on the passengers. Passengers in the back seat may recline without any "cramped" feeling and additional footroom is supplied by a recess beneath the back of the front seat. The front seat itself is adjustable over a distance of five inches, simply by releasing a catch centrally located below the seat on the driver's left. The front and rear floors are carpeted. The smart and graceful interior also includes side arm rests, an ash tray and rug rail for the rear seat passengers.

Wyvern caleche—a smart and economical sports car

In the average Australian is an inherent love of the fresh air and "vast open spaces." No car offers you more opportunity to enjoy these pleasures than the smart, carefree Wyvern Caleche. With hood folded down and rigid safety-glass side windows in place you can

cruise gloriously through the country, to hills or beaches, protected from direct breezes yet revelling in the warmth of a friendly sun. The sudden rain squall or the chill winter's day need carry no fears, either, for the neat-fitting hood can be raised in a few seconds.



The VELOX 6 cylinder models

ENGINE: Six cylinders. O.H.V. detachable head. Gear box built as unit with engine; complete assembly mounted in frame at three points on rubber insulators. Four bearing crankshaft; steel shell white metal lined main bearings. Shaped crown alum. alloy pistons with split, oval-ground, tin-plated skirts. Big-ends split diagonally with serrated joint faces; steel shell, white metal lined bearings. Hole in big-end allows jet of oil to emerge which lubricates cylinder walls. High pressure lubrication system with submerged gear type pump. Gauze strainer protects oil pump intake. Crankcase ventilation.

COOLING SYSTEM: Pressurized system. Boiling point of water in system raised to 223°F. Special radiator cap incorporating pressure and vacuum spring release valves. Centrifugal type pump. Two bladed fan. Capacity of cooling system, 16½ pints.

FUEL SYSTEM: By A.C. mech. pump driven by eccentric on camshaft. Zenith carburettor fitted with acceleration pump and part throttle economy valve. Air filter, silencer and flame arrester. Tank capacity, 10 imperial gallons.

CLUTCH: 8 in. single dry plate with spring-loaded centre.

GEAR BOX: Three forward speeds and one reverse. Vauxhall controlled synchro-mesh on top and second speeds. Helical gears. Gear control lever on steering column.

DRIVE LINE: Single open prop. shaft with Hardy Spicer needle roller bearing universal joint at each end.

REAR AXLE: Spiral bevel gears with bevel pinion straddle-mounted. Four pinion differential assembly. Axle ratio, 4.125 to 1.

FRONT SUSPENSION: I.F.W. springing of torsion bar and tube type which automatically adjusts itself for varying road surfaces. Built-in double-acting hydraulic shock absorbers. This system eliminates lubrication nipples.

REAR SUSPENSION: Long semi-elliptic underslung rear springs. Outer ends of the springs are protected by covers; spring eyes and shackles are fitted with rubber bushes. Springs shackled at rear end. Double-acting hydraulic shock absorbers.

BRAKES: Foot brake, Vauxhall-designed brake shoes with Lockheed hydraulic operation. Hand brake lever, inverted under dash, operates rear brake shoes by separate system of cables.

STEERING: "Burman" worm and ball bearing mounted peg follower type steering gear. Spring spoke steering wheel.

WHEELBASE: 97½ in.

WHEELS AND TYRES: Detachable steel disc wheels with wellbase rims. Size, 4J x 15 W.B. Tyres, 5.90 x 15 (Saloon only).

ELECTRICAL SYSTEM: 12 volt positive earth return with single pole wiring. Dynamo output regulated by Compensated Voltage Control system. Distributor—Automatic timing controlled by centrifugal governor and a vacuum advance unit. Coil. Twin horns. Headlamps incorporate sealed front, pre-focus light units. Side lamps, flush fitting and mounted in front guards. Foot-operated dipper switch. Twin tail and stop lamps. Interior lamp in roof (Saloon). Two instrument panel lamps. Self-return direction indicators (Saloon). Battery, 12 volt.

BODY: Four door, four window design with solid top, single-piece roof. All-steel welded integral construction extended by a light sub-frame which projects at front and extends rearwards under the body alongside the sills. All doors fitted with balanced, direct-lift windows. No-Draught ventilation. All doors and windows lockable. Fixed single-panel windscreens with twin self-parking wipers driven by flexible cable from camshaft. Curved rear window. Windscreens, windows have toughened safety glass. Spare wheel carried in large luggage compartment (Saloon). Conventional body and frame construction in Calèche.

SEATING AND FITTINGS: Full width, body conformity front seat, easily adjustable for leg room. Ash tray in back of seat. Rear seat, with body conformity characteristics, has centre arm rest. Foot rests under front seat. Upholstery—Saloon (seats and squabs) 2 combinations—Leather; Bolster design of Cloth and Leather. Calèche—Front seat and squab, Leather—Rear, P.V.C. Coated Fabric.

FOG LAMPS: The fog lamps shown in the illustrations on the Velox Saloon are available as an accessory at extra cost and can be fitted to both models subject to State Traffic Regulations.

PROTECTIVE OWNER-SERVICE POLICY
The well-known G.M.-H. Warranty protects you against defective workmanship or materials for 90 days or 4000 miles of operation. Through the new G.M.-H. Dealer-Owner Service Policy you are also entitled to two thorough inspections and adjustments of your Vauxhall without charge. Vauxhall Spare Parts and expert service available throughout Australia. Specifications and Equipment subject to change without notice.

The WYVERN 4 cylinder models

ENGINE: Four cylinders. O.H.V. in detachable head. Gear box built as unit with engine; complete assembly mounted in frame at three points on rubber insulators. Cylinder block cast integrally with crankcase. Three bearing crankshaft; steel shell white metal lined main bearings. Domed crown alum. alloy pistons with split oval-ground, tin-plated skirts. Big ends split diagonally with serrated joint faces; steel shell, white metal lined bearings. Hole in big end allows jet of oil to emerge which lubricates cylinder walls. High pressure lubrication system with submerged gear type pump. Gauze strainer protects oil pump intake. Crankcase ventilation.

COOLING SYSTEM: Orthodox system designed to operate at atmospheric pressure. Centrifugal type pump. Two bladed fan. Capacity of cooling system, 10 pints.

FUEL SYSTEM: By A.C. mech. pump driven by eccentric on camshaft. Zenith carburettor fitted with acceleration pump and part throttle economy valve. Air filter, silencer and flame arrester. Tank capacity, 10 imperial gallons.

CLUTCH: 7½ in. single dry plate with spring-loaded centre.

GEAR BOX: Three forward speeds and one reverse. Vauxhall-controlled synchro-mesh on top and second speeds. Helical gears. Gear control lever on steering column.

DRIVE LINE: Single open prop. shaft with Hardy Spicer needle roller bearing universal joint at each end.

REAR AXLE: Spiral bevel gears with bevel pinion straddle mounted. Four pinion differential assembly. Axle ratio, 4.625 to 1.

FRONT SUSPENSION: I.F.W. springing of torsion bar and tube type which automatically adjusts itself for varying road surfaces. Built-in double-acting hydraulic shock absorbers. This system eliminates lubrication nipples.

REAR SUSPENSION: Long, semi-elliptic underslung rear springs. Outer ends of the springs are protected by covers. Spring eyes and shackles are fitted with rubber bushes. Springs shackled at rear end. Single-acting hydraulic shock absorbers.

BRAKES: Foot brake, Vauxhall designed brake shoes with Lockheed hydraulic operation. Hand brake lever, inverted under dash, operates rear brake shoes by separate system of cables.

STEERING: "Burman" worm and ball bearing mounted peg follower type steering gear. Spring spoke steering wheel.

WHEELBASE: 97½ in.

WHEELS AND TYRES: Detachable steel disc wheels with well-base rims. Size, 3.00 x 16. Tyres, 5.00 x 16.

ELECTRICAL SYSTEM: 12 volt positive earth return with single pole wiring. Dynamo output regulated by Compensated Voltage Control System. Distributor—Automatic timing controlled by centrifugal governor and a vacuum advance unit. Coil. Single horn. Headlamps incorporate sealed front pre-focus light units. Side lamps, flush fitting and mounted in front guards. Foot operated dipper switch. Twin tail and stop lamps. Interior lamp in roof (Saloon). Two instrument panel lamps. Self-return direction indicators (Saloon). Battery, 12 volt.

BODY: Four door, four window design with solid top, single-piece roof. All-steel welded integral construction extended by a light sub-frame which projects at front and extends rearwards under the body alongside the sills. All doors fitted with balanced, direct-lift windows; No-Draught ventilation. All doors and windows lockable. Fixed single-panel windscreens with twin self-parking wipers driven by flexible cable from camshaft. Curved rear window. Windscreens, windows have toughened safety glass. Spare wheel carried in large capacity luggage trunk (Saloon). Conventional body and frame construction in Calèche.

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GMAC CONFIDENTIAL PAYMENT PLAN
Convenient Hire-Purchase Terms are available through General Motors' own finance company. General Motors Acceptance Corporation arranges a convenient payment plan. Your dealer can explain the GMAC plan and arrange payments to suit you.

AN "AIR CHIEF" FOR YOUR VAUXHALL
There's an "Air Chief" radio specially designed for Vauxhall. "Air Chief"—Australia's finest car radio—gives rich tone, ample volume and reception equal to your home set. Ask your Dealer for particulars.